

BEST TRAFFIC DAY ON GREEN CAR LINE

New York Railways Operates
66 More Than at Any
Time Since Strike.

THIRD AV. ADDS TO GAINS

Bronx Surface Transit System
Decreases Service by
Seven Cars.

Both the New York Railways and the Third Avenue system continued to add to their gains yesterday. There were sixty-six more green cars in operation at 4 P. M. yesterday than at any time since the strike started.

Theodore P. Shonts, president of the Interborough Rapid Transit Company, asserted that the New York Railways Company ran half the normal number of cars yesterday, but the figures supplied by the Police Department were 431 out of 821, or something like one-third. The increase scored by the Third Avenue was only five over the best figures of Saturday, but that system has been recovering from the strike even more slowly than the New York Railways Company. The Union Railway Company for the first time since the strike failed to make a gain, but, in fact, lost seven cars.

As an experiment the Third Avenue Railway Company ran three cars on the Fifty-ninth street cross-town line last night until 11 o'clock. It was the first time surface cars have been operated at night in Manhattan since the strike began. Strikers made no demonstration against them, and they were loaded to capacity with passengers on nearly every trip. The green car lines made no such attempt, but Mr. Shonts has announced that they will resume night service "some time this week."

Saturday and Monday figures for the surface lines were as follows:

NEW YORK RAILWAYS				
Sunday	8:00 A.M.	12:00 P.M.	5:00 P.M.	8:00 P.M.
Monday	8:00 A.M.	12:00 P.M.	5:00 P.M.	8:00 P.M.
THIRD AVENUE RAILWAY				
Sunday	8:00 A.M.	12:00 P.M.	5:00 P.M.	8:00 P.M.
Monday	8:00 A.M.	12:00 P.M.	5:00 P.M.	8:00 P.M.
UNION RAILWAY				
Sunday	8:00 A.M.	12:00 P.M.	5:00 P.M.	8:00 P.M.
Monday	8:00 A.M.	12:00 P.M.	5:00 P.M.	8:00 P.M.

Company Wins 100 New Recruits. At the Brooklyn offices of the New York Railways Company 100 men were recruited yesterday to work as motormen and conductors. The union leaders said these men were taken from the B. R. T. forces, following a slackening of traffic in Kings county. This was denied later by the B. R. T.

A similar sort of complaint was made by Daniel J. Haley, chairman of a committee of union employees of the New York and Queens County Electric Railway, who said that fifty crews had been taken from service in Queens and sent to Manhattan to help train inexperienced men as strike breakers.

Traffic on the Queensboro Bridge was delayed yesterday morning by an unusual jam, and Haley said this was the result of the transfer of the 100 men.

Prompt denial was made by the railroad officials, who said they needed all their men on that side of the river.

For the first time in ten days the Brooklyn side of the Williamsburg Bridge was served by green cars. At 8 A. M. when the usual fleet of jitneys men were about to take the Brooklynites across to Manhattan, the first green car appeared.

The passengers on the jitneys promptly stampeded in the direction of the surface car. A few bluebirds tried to steady the crowd, but were almost swept off their feet. That was only one of several resurrections of street car service yesterday. Along Lenox avenue at one time yesterday were twenty-eight cars.

Although President Shonts said an effort would be made to run the cars of the New York Railways at night, only three cars were operated last night after 7 o'clock, the usual hour for retirement to the barge. These were on the Fifty-ninth street cross-town route, and they were expected to operate until 11 P. M. This night service was merely an experiment, to see whether it was safe to send the men out after dark.

Both the subway and the elevated lines ran as many cars on an average yesterday as on Thursday, Friday and Saturday of last week. Shonts said the subway, elevated and Queensboro tube trains carried more passengers on Saturday and Sunday than on corresponding dates last year.

Increase \$45,844 on Subway.

The increase for Saturday, he said, was \$22,531 and for Sunday \$45,844. Throughout the strike the subway and elevated systems have been absorbing the passengers who were crowded off the street cars, but not without unusual discomfort to the stragglers.

These are the figures for subway train operation yesterday:

8:00 A.M.	11:00 A.M.	1:00 P.M.	5:00 P.M.
100	100	100	100
100	100	100	100

On the elevated lines the train schedule was:

8:00 A.M.	11:00 A.M.	1:00 P.M.	5:00 P.M.
100	100	100	100
100	100	100	100

An interesting question arises as to just how many passengers the subway can carry in a day. Mr. Shonts said it was impossible to gauge the capacity of the subway, but that of the elevated lines, with their new third tracking facilities, 2,250,000 persons could be transported.

HEALTH CONSERVATION URGED.

Estimated Cost of Illness Among
Workers \$800,000,000 Yearly.

WASHINGTON, Sept. 18.—The importance of prevention of conditions productive of ill health among workers everywhere is urged upon industrial plants as a business proposition, in a report on health conservation at steel mills issued to-day by the Bureau of Mines.

"Importance of prevention of disease among workers can be realized," the report says, "from the fact that the average loss of time due to illness among approximately thirty million workers in the United States is nine days a year. If medical attention be estimated at one dollar a day and earnings at two dollars, this loss amounts to nearly \$800,000,000 annually."

The report advocates a system of medical supervision to prevent introduction and spread of contagious diseases.

Garbage Scow Upset in Crash.

The steamboat Richard Peck of the Bridgeport line, bound out, nosed into a garbage scow off Twenty-seventh street yesterday afternoon, capsizing it. Two men who had been aboard jumped into the river and were picked up by the tug that had the scow in tow. The Peck proceeded, apparently undamaged.

THIRTY UNION HEADS TO FIX STRIKE DATE

Continued from First Page.

A general sympathy strike was developing rapidly and that the crisis will come soon unless there is recognition of the carmen's union.

Mayor Mitchell, after a conference of an hour and a half with the union men, promised he would cooperate again with Chairman Straus in an effort to bring peace between the union and the traction interests. He received the promise of the leaders that there would be no sympathy strike before Thursday.

As soon as the leaders departed from City Hall Mr. Mitchell got in communication with Chairman Straus. The two men had a conference and arranged for a meeting to-day with committees of the Chamber of Commerce and of the Merchants Association with a view to working out a solution to the stalled situation.

The Mayor and Mr. Straus planned also an interview with the traction heads. There was no meeting yesterday and the prospects are that this move will be in vain.

Evidence of Weakness Seen.

President Shonts and President Whitridge viewed the visit of the labor men to City Hall as an evidence of weakness. Mr. Shonts said the strike was already won and that the moves of the union men were not more than bluffs. From the traction side came reports that the union men already were in financial straits, and that there was dissension among them as to what was the best course to pursue. Mr. Shonts's answer to the labor men was normal subway and elevated service and a big increase in the surface traffic.

They referred to the general strike movement being started by 40,000 metal workers for an eight hour day and 15 per cent. increase in wages. They pointed to Morris Feinstein's statement that the United Hebrew Trades were ready to strike at a moment's notice, and that International President T. V. O'Connor held the authority to call out the longshoremen at any moment.

They also found satisfaction in the statement of E. J. Deering, business agent of the machinists' union, that 15,000 will act with the others in a sympathetic strike.

First Move Made by Carmen.

The first move of the day in the tangled carmen's fight was made by the union men. The committee which went to call on the Mayor—a conference arranged by Timothy Healey, president of the International Stationary Firemen's Union—were Mr. Healey, James P. Holland, T. V. O'Connor, Hugh Frayne, Ernest Boehm and William B. Fitzgerald. The Mayor had Police Commissioner Arthur Woods at the conference.

"The committee called to see me," said the Mayor, "for two purposes. First, to draw to the attention of myself and the Police Commissioner certain instances in which it is alleged that the police have unfairly discriminated against the strikers. These cases are few in number, and the Police Commissioner has an account of them and will look into them. I have asked the committee to tell the Commissioner of any instances in the future in which the police exceed their orders to preserve order and maintain the law. The committee said that in general they had no fault to find with the conduct of the police."

The committee also came to tell me that there was a prospect of sympathetic

strikes being declared in industries related to the transit situation. They themselves, they say, are doing all in their power to avert sympathetic strikes, and they have asked me to direct my efforts to make another attempt to bring about an adjustment between the companies and the men on the basis of the first recommendations made by the Public Service Commission and myself for the preservation of the agreement of August 7.

"The committee told me that the longshoremen had placed the power to strike in the hands of their national president, Mr. O'Connor, and that other trades would vote to strike this afternoon."

Mayor and Mr. Straus Confer.

Immediately after his conference with the labor leaders Mayor Mitchell discussed the situation with Chairman Straus across the luncheon table. The officials viewed the strike from every aspect, seeking to evolve out of it some solution. The upshot of their conference was a request upon the union men for a letter which would set forth a statement of the labor side, the expectations of the traction side, and the Mayor and the Public Service chairman, and a presentation in detail of the concessions ready to be yielded to the traction heads and of the concessions demanded in return.

Last Thursday a committee representing the Chamber of Commerce and the Merchants Association called on the Mayor and Chairman Straus with proposals of help. As the general strike threatened by the labor men will interfere with the main business activities of the city it was decided by the Mayor and Mr. Straus to make this committee a party to the conference which is to be held at 11 o'clock this morning.

The letter of the labor men will be considered at this conference. The Mayor and Chairman Straus, with the Citizens' committee will arrive to reach some basis of approach that may be acceptable to the traction heads.

Until this morning's conference is over nothing will be done in the direction of getting Mr. Shonts or Mr. Whitridge to acquiesce to terms. Mayor Mitchell made it plain last evening he has no concrete solution in mind. Chairman Straus had no suggestions worked out before he left for his home last night.

Longshoremen Strike Unlikely.

Oakley Wood, treasurer and director of Harter & Co., one of the steamship companies, said he did not believe there would be a strike of the longshoremen. "From what I know of Mr. O'Connor and from his reputation as being the squarrest and most businesslike head of any union in the country I am convinced he is not going to violate his contract. We cannot afford at this time to have a strike. As for the union, any strike, whether of two hours or two weeks, started in sympathy for the striking carmen would be an absolute violation of the longshoremen's contract with us. I do not believe President O'Connor will break it."

After the conference in the Hotel Continental it was said that the Masters, Mates and Pilots Association would hold a meeting this evening to decide on what action they will take in the event of a strike. The members of this organization hold licenses from the Federal Government and they are compelled

to work under penalty of forfeiture of their licenses.

It was reported yesterday, however, that the firemen's union is expected to call a strike and should strike breakers be employed in their places and police protection be afforded to the ships within the harbor, the masters, mates and pilots could refuse to work on the plea that they were endangering their lives. Such a course has been upheld by the law.

Benefits for Strikers Assured.

When the rumors reached the Continental that the strikers would not receive their strike benefits Louis Fitzgerald, counsel to the union, said that this statement was a falsehood. He said the union had plenty of money and would make the weekly payments after the men had been on strike two weeks.

Fitzgerald, answering Mr. Shonts's reply to Fitzgerald's statement as to the cost to the Interborough of the strike, remarked laconically: "Well, I must have got under Mr. Shonts's skin. He was so pre-occupied by my statement that he charges we have a 'suite of thirty-eight rooms' here in the Continental Hotel. To ease the mind of Mr. Shonts I will say that we have six rooms in this hotel and they are not only not a 'suite' but they are distributed on four floors. In these six rooms we are sleeping two, three and four in a room. Luxury, isn't it, Mr. Shonts? I will say to Mr. Shonts that he will have further and very real reason to be peeved before we are done with this matter."

"Talking about the cost of the strike, I might add that the Waddell, the strike breaker, who has plunged his hands deep into the coffers of the Interborough, got \$25,000 of the city's money in 1911 during the strike of the street cleaners. Waddell and Bergoff are getting at least \$2 a day profit out of each strike breaker, and their profits exceed \$5,000 a day."

Costing \$200,000 a Day.

"He has said that the strike is costing the Interborough \$200,000 a day, and he ought to be a pretty good authority. On that basis the Interborough's surplus of \$1,000,000 derived from excess earnings will be wiped out in seventy-five days and Waddell will have cleaned up approximately \$420,000. He will be as rich as the predecessor, Farley, with a couple more strikes to work on."

"What about the taxpayer and the stockholder in the light of all this? Will they have anything to say about this effort of Shonts and Healey and Whitridge to crush the union, at the expense of the city's will, in my humble opinion."

There was a report yesterday that the B. R. T. was loading carmen to the Interborough and the New York Railways. That company issued a statement denying the rumor, but admitting that owing to the ending of the Coney Island season there was a reduction of traffic and some carmen had been let out.

In the two Brooklyn offices of the Interborough and New York Railways yesterday 100 trained railway men were recruited to work as strike breakers.

Most of these men came from the Brooklyn Rapid Transit service. Since the close of the Coney Island season hundreds of cars have been taken from the resort lines and these men were eager to take advantage of the double wage scale now in operation on the Manhattan roads.

Denies Strike on Interborough.

"There never has been a strike on the Interborough," said President Shonts yesterday. "Since the start we have run the subway and 'L' line at normal or better. On our green cars we started in with practically nothing, and to-day at 3 o'clock we had 51 per cent. of our surface cars in operation. Some night this week we will resume night service and that will mean the end of the strike."

"What do you think of the threat of

the strikers to tie up subway construction?"

"Do they imagine that would hurt us? Why it simply would be putting money in our pockets. When there are more facilities our receipts will drop. The longer these facilities are delayed we will continue to handle our present traffic."

The Socialist party held a meeting in Cooper Union last night to advocate the cause of the striking carmen and of municipal ownership. Edward F. Cassidy of Typographical Union No. 6, who presided, said that if the Mayor was no successful in settling the car strike the municipal ownership of the traction interests would be recognized by the traction interests.

Other speakers were Meyer London, W. B. Fitzgerald, Joseph D. Cannon of the Western Federation of Miners and Joshua Wannop.

Delegates from the unions included in the United Hebrew Trades, representing 200,000 workers, adopted a motion at a meeting held at 175 East Broadway last night, notifying all the unions to hold themselves in readiness for a general sympathetic strike order from the Central Federated Union.

Up-State Board Helpless.

ALBANY, N. Y., Sept. 18.—The up-State Public Service Commission unanimously decided to-day that any action it might take at this time with a view to settling the street railway strike in Westchester county or compelling the operation of cars in Yonkers would be fruitless.

Chairman Van Santvoord informed Mayor Lennon of Yonkers of the commission's decision in a telegram in which he reminded the Mayor that when the Yonkers men struck last July it was generally agreed that an order of the commission requiring the operation of cars would be ineffective because of a local ordinance requiring traction operatives to have at least fifteen days experience.

Mr. Van Santvoord also told the Mayor that if this ordinance were repealed the commission could conduct an inquiry which might be effective.

NINE CAR CASUALTIES.

Oregon Woman Suffers Broken Skull—Policeman Hurt.

Nine persons were hurt yesterday in street car accidents and strike violence. The most seriously injured was Mrs. Rebecca Green of Portland, Ore., who has been visiting friends in West Ninety-eighth street. She was struck by a north bound Madison avenue car at Ninety-eighth street, and was taken to the Harlem Hospital suffering from a fractured skull and many bruises. The car was in charge of Motorman Matthew Hart, 566 East Eighty-sixth street.

Patrolman Laurence Heslin, 1754 Brooklyn avenue, Brooklyn, who was on strike duty, was painfully hurt when he was jammed between the running board of a Third Avenue surface car and an elevated pillar at Third Avenue and 168th street. The car was being operated by a strike breaker.

In a rear end collision between two other Third Avenue surface cars at 129th street and Third Avenue another man was injured and a score of passengers frightened. The crews were inexperienced men. The injured man, Harry Werner, of 1254 Beach avenue, was taken to the Lincoln Hospital suffering from shock.

Persistent bombardment of elevated and surface cars netted several victims, among them Jessie Crowley, 418 East Sixty-second street; B. Herman, 546 Brook avenue; W. A. Wagner, 2305 Forest avenue, and Walter A. Harrespay.

a bicycle patrolman. Early in the day the elevated trains on the Third Avenue line from 100th to 110th street were peppered with stones and bricks. Police reserves tramped the roofs of adjacent tenement houses until daylight, but could not find the whippers.

Michael Stafford, 328 East Eighty-fourth street, a walking delegate for the car men's union, charged with beating and kicking Charles Miller, a street car conductor, 560 West Twenty-first street, was held in \$1,500 bail for trial by Magistrate Deuel.

Chief Magistrate McAdoo, in the West Side Court, sentenced four strikers to thirty days in the workhouse for stoning a street car.

Miss Irene Carter, 33 of Mount Vernon, was thrown from a Union Railway car in White Plains road when another car approached from the rear and ran into it. Miss Carter's left shoulder was broken. The motorman of the second car, Edward Kelly, 161 West 138th street, was arrested on a charge of reckless driving.

DR. SQUIBB'S HOME ENTERED.

Burglars Hacked Home, but Failed to Get Much.

Adolph Bergbon, caretaker of the residence of Dr. E. R. Squibb in No. 148 Columbia Heights, Brooklyn, reported yesterday to the police that the place had been entered by burglars in the absence of the family, and the contents ransacked.

Dr. Squibb is the founder and director of the firm of E. R. Squibb & Sons, manufacturing proprietary medicines in Brooklyn. His home is furnished most

expensively, but the caretaker was unable to supply a list of the goods stolen. A French clock and a quantity of silverware, he said, were carried off, but a safe containing silverware was not opened. A pair of gloves was found alone, he believes that the burglars were scared off before they could make a thorough haul.

Note the heartiness and good nature of the

Evans' Ale

drinker. There must be something to it. Try it at home or restaurant. In bottles and kegs. C. H. EVANS & SONS, Hudson, N. Y.

Yale Summer Gifts \$717,918.

NEW HAVEN, Conn., Sept. 18.—The Yale Corporation, at its meeting today, announced the receipt of gifts and bequests since the commencement of the year of \$717,918.23.

B. Altman & Co.

The Autumn Display of Ribbons

now inviting attention, presents a fascinating collection of choice novelties, chief among which are sumptuous designs wrought in gold and silver; embossed velvets in hand some Pompadour patterns; floral satins overshot with the precious metals; and a large variety of printed warp taffetas in artistic color effects.

There is also an attractive selection of broad ribbons in Roman stripes, so much in demand at the moment for fancy bags; as well as comprehensive assortments of plain-colored ribbons, and dainty narrow ribbons for lingerie purposes.

Fifth Avenue, New York

VOTE FOR ROBERT BACON FOR UNITED STATES SENATOR

TODAY



Robert Bacon

TODAY

TO THE ENROLLED REPUBLICAN VOTERS:

The nominee of the Republican Party for United States Senator should express in public experience, conviction of mind and courage of temperament the best traditions of the Republican Party.

No voter should cast his ballot for the highest office in the gift of the people of New York for any reason except THE FITNESS of the candidate.

The nomination for United States Senator by the Republican Party should not be made through personal solicitation or favor.

We believe Robert Bacon to be unusually qualified, through spirit, experience and integrity, properly to represent the State of New York in the United States Senate.

No man who votes for him will ever regret his act. His candidacy is endorsed by the men in the Republican Party who have given it meaning, station and character men who see the future, who comprehend the vital obligations resting upon the great office of Senator, especially in these days of new and enlarged responsibilities.

The Primary Law gives YOU the right to choose YOUR OWN NOMINEE.

The Primaries will be held **Tuesday, September 19.** It is YOUR RIGHT TO VOTE. It is your **DUTY TO VOTE.**

New York has one fit representative in the United States Senate. It should have another.

ROBERT BACON'S QUALIFICATIONS FOR PUBLIC SERVICE HAVE BEEN RECOGNIZED AND ENDORSED BY OFFICIAL APPOINTMENT OF THEODORE ROOSEVELT AND WILLIAM HOWARD TAFT AND BY HUNDREDS OF OTHER LEADING REPUBLICANS, INCLUDING:

Elihu Root
Joseph H. Choate
Andrew D. White

Job E. Hedges
James R. Sheffield
Albert Shaw

Henry L. Stimson
Seth Low
Nicholas Murray Butler

Charles Andrews
J. Sloat Fassett
David Jayne Hill

Harvey D. Hinman
William Barnes
Edgar T. Brackett

Thomas R. Proctor
A. T. Clearwater
Eloa R. Brown

Edward W. Hatch
George Eastman
Evan Hollister

ROBERT BACON SENATORIAL LEAGUE